

Serial No. 09/978,516

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a 16. The nail-driving tool as claimed in claim 1, with the bumper comprising a first bumper section and a second bumper section made of a material having a rigidity different from that of the first bumper section, with the driving element extending through the first bumper section and the second bumper section, with the second bumper section including a first portion of a cross sectional size perpendicular to the driving element, with the second bumper section including an enlarged end section extending from the first portion and of a cross sectional size perpendicular to the driving element larger than the cross sectional size of the first portion, with a cross sectional shape of the second bumper section parallel to the driving element being in the form of a T.

**IN THE ABSTRACT**

Page 9, lines 2-7 have been amended as follows:

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a A nail-driving tool includes a cylinder defining a chamber for reciprocatingly receiving a piston. A bumper is received in the chamber and includes a first bumper section and a second bumper section made of a material having a rigidity different from that of the first bumper section. When in a driving stroke of the piston toward the bumper, air in the chamber exits the cylinder via ports of the cylinder.

**REMARKS**

There is only one end wall being claimed so that the undersigned can not understand how it is unclear which end wall is being claimed. It is respectfully requested that the Examiner initiate a telephonic interview if the end wall being claimed is in any way unclear. Additionally, the claims have been amended to overcome the rejection under 35 U.S.C. § 112. It is respectfully submitted that the rejection under 35 U.S.C. § 112 has been overcome. Favorable reconsideration is respectfully requested.

As set forth in the Description of the Related Art of the present application, the slots 112 of the bumper 17 must be aligned with the ports 80 in Golsch which causes difficulty and inconvenience in the assembly procedure. These deficiencies are removed by providing a bumper which defines a gap with the cylinder. It should be appreciated that the term "gap" must be construed in the context of the specification and drawings, and that if done so would not read on the slots of Golsch. However, in a spirit of conciliation to advance prosecution of the present application, claim 1 has been amended to further define the present invention and in a manner to distinguish over Golsch. Additionally, the other prior art does not suggest overcoming this